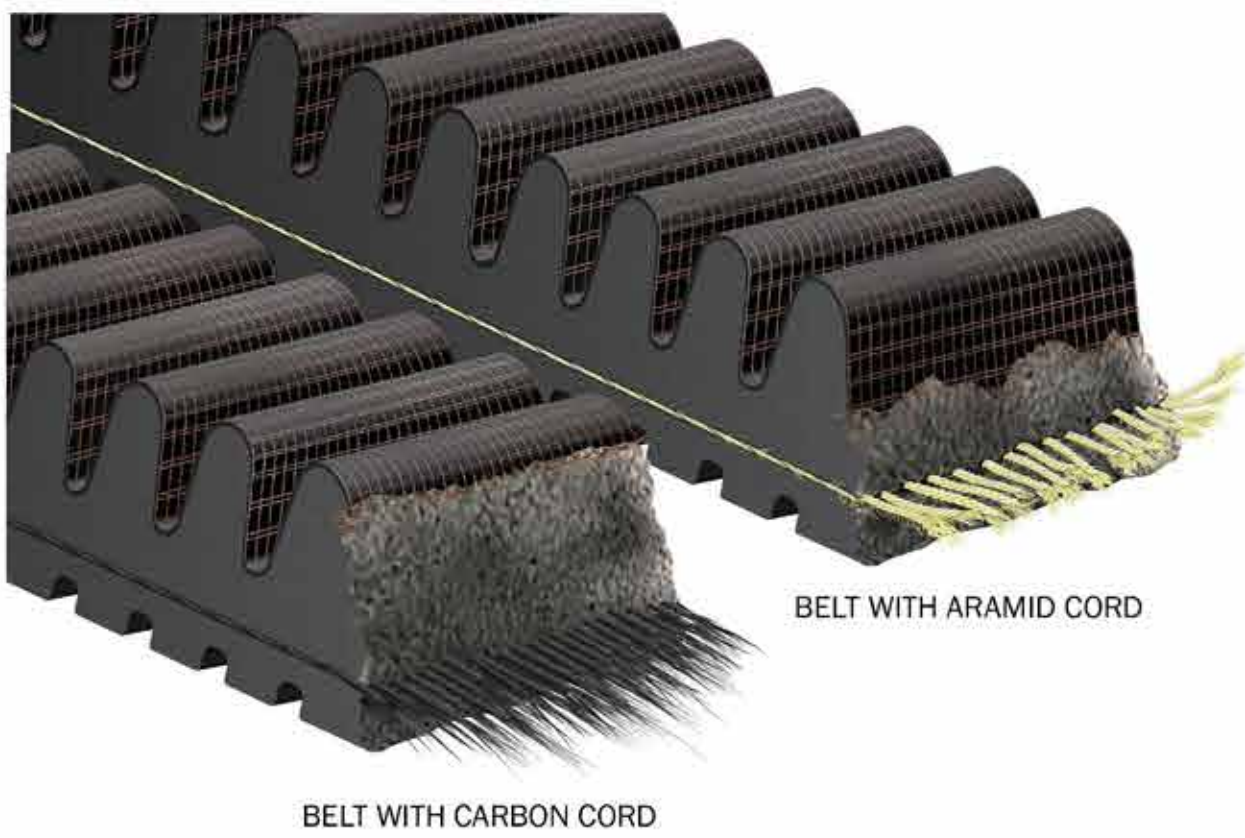
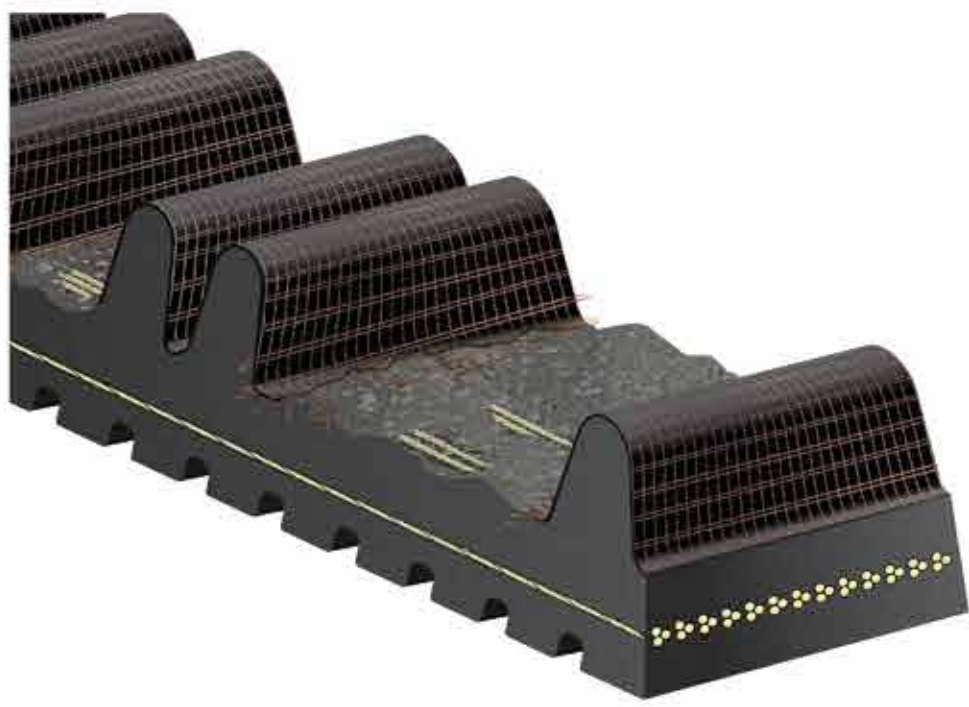


1. TENSILE CORD BREAK



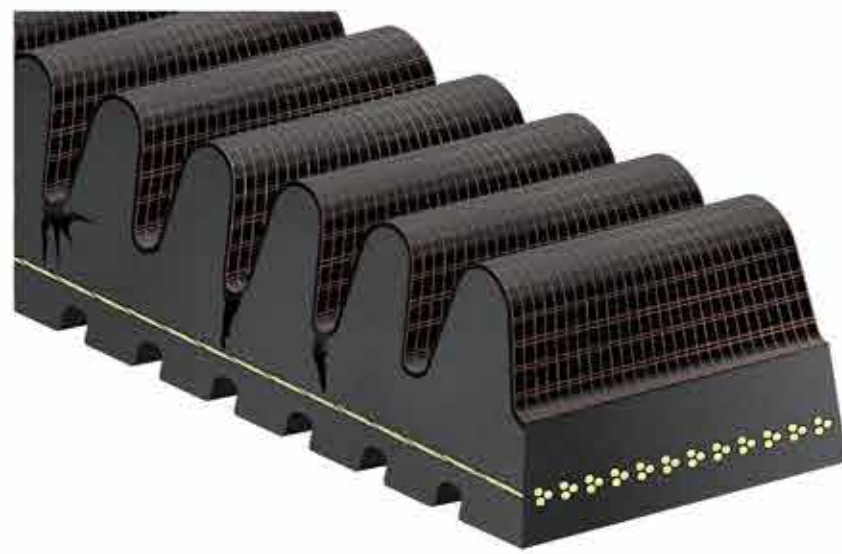
2. CHUNK-OUT



3. EDGE CORD PULLOUT



4. CRACKS BETWEEN COGS



5. HOUR-GLASSING, UNEVEN BELT WEAR, SPIN BURNS



6. BELT DISINTEGRATION



7. GLAZING



SYMPTOM	POTENTIAL CAUSES	RECOMMENDATIONS
1. TENSILE CORD BREAK: Complete belt break through the tensile cord	<ul style="list-style-type: none">Belt subjected to shock-loading from sudden excessive engagement RPM, repeated aggressive hard acceleration and braking (especially with heavy weight on vehicle)Back-bending, crimping, or prying on belt during installation compromised tensile cord integrity and irreversibly damaged beltImproper gear ratio, clutch center-to-center distance too long, or jammed/locked drive train	<ul style="list-style-type: none">Drive using smooth acceleration taking into account vehicle load; avoid repetitive hard braking and immediate accelerationFollow proper storage and handling procedures (do not back-bend, crimp, or invert the belt)Verify the correct belt is being usedEnsure engagement RPM is appropriate, clutch center-to-center spacing is correct, and proper gear is utilized for terrainWhile in park or neutral at idle, the secondary clutch should be stationary
2. CHUNK-OUT: Sheared cogs, compression section (undercord) fractured/torn (chunk-out)	<ul style="list-style-type: none">Improper belt installation; belt was back-bent, crimped, or pried on during installationBelt worn past its service limits from high mileage, evidenced by cracks between cogs and eventual cog shearingBelt hit or rubbed against a stationary object	<ul style="list-style-type: none">Replace belt and perform proper new belt break-in procedure, allowing extra time when performing heat cycles in very cold conditionsNever back-bend or crimp a CVT belt; never turn a CVT belt inside out; do not pry on belt during installationAlways check drive components to confirm clear belt travel path
3. EDGE CORD PULLOUT: Tensile cord is frayed or separating/unraveling from belt body	<ul style="list-style-type: none">Clutch misalignment or incorrect belt-pulley angle prevented the belt from riding fully on the sidewalls; resulting extreme friction, heat, and belt material loss led to cord exposureImproper or insufficient belt break-in	<ul style="list-style-type: none">Replace belt; further use will cause belt disintegrationInspect primary and secondary clutches for any defects and ensure proper alignment; always prep clutches prior to belt installationOn snowmobiles, always verify the integrity of the motor mounts and torque stop when replacing a drive belt; adjust clutches to proper offset and center-to-center distanceAlways perform proper new belt break-in procedure after installation
4. CRACKS FORMING IN BETWEEN COGS: Flex fatigue; worn belt	<ul style="list-style-type: none">Belt is worn past its service limit due to considerable useNew belt was flexed/bent in extremely cold weather, or turned inside out at any time	<ul style="list-style-type: none">Replace belt and perform proper new belt break-in procedure, allowing extra time when performing heat cycles in very cold conditionsNever back-bend or crimp a CVT belt; never turn a CVT belt inside out
5. HOUR-GLASSING, UNEVEN BELT WEAR, SPIN BURNS: A belt that is worn unevenly in one section, forming a groove (hour-glassing)	<ul style="list-style-type: none">Belt was not moving while drive clutch was spinning at full speed; this generated extreme heat and burned the beltVehicle idled in gear for extended period of time; high belt engagement RPM settingsDrive system was locked or jammed, possibly due to improper gear ratio selectionOpening the throttle to get a vehicle unstuckBelt-to-sheave clearance was incorrect or, on snowmobiles, belt deflection was set improperly	<ul style="list-style-type: none">Verify the correct belt and gear ratio are being used; confirm proper belt engagement RPMEnsure the belt-to-sheave clearance (gaps between belt side wall and sheave on both sides) is within optimal range. On snowmobiles, check and adjust belt deflection to vehicle specificationsVerify clutches are properly tuned for vehicle modifications, added weight, tire size/style, terrain, and riding style
6. BELT DISINTEGRATION: Belt has broken apart into many pieces	<ul style="list-style-type: none">Repeated shock-loading, excessive belt speed, or excessive operation in low gear (high torque loads beyond what is intended for the stock vehicle)Intense heat build up caused by extreme drive conditions (stuck in deep sand, gravel, or mud; spinning at full throttle)Misaligned or improperly tuned clutches (not tuned to match vehicle modifications)Excessive heat conditions led to glazing and hardening, increased slip, and rapid wearBack-bending, crimping, or prying on belt during installation compromised tensile cord integrity and irreversibly damaged belt	<ul style="list-style-type: none">Verify correct belt for the application, clutches aligned and properly tuned for any vehicle modifications beyond stock (especially tire size) and added vehicle weightEnsure the proper gear ratio is used for the terrain and riding conditionsEnsure the belt-to-sheave clearance (gaps between belt side wall and sheave on both sides) is within optimal rangeOn snowmobiles, always verify the integrity of the motor mounts and torque stop when replacing a drive belt; adjust belt deflection to vehicle specifications, and ensure correct center-to-center distanceInspect primary and secondary clutches for any defects and ensure proper alignment; always prep clutches prior to belt installation and follow proper belt break-in procedureNever back-bend or crimp a CVT belt; never turn a CVT belt inside out; do not pry on belt during installationIn extremely cold conditions, warm the belt to room temperature prior to open-throttle riding
7. GLAZING: Belt looks melted and shiny, or has baked appearance due to overheating	<p>Intense heat from repeated and excessive belt slippage due to:</p> <ul style="list-style-type: none">Improperly tuned clutches for any vehicle modifications beyond stock (added weight, tire size/style) or terrain (sand, rock crawling, mud)Insufficient pressure on belt sides due to worn or stuck rollers, worn helix or clutch bushingsExcessive horsepower for belt; inappropriate torque loads beyond stated capability of stock vehicleImproper gear ratio for the application (use of high gear range while towing, climbing steep hills, or riding in deep snow/mud)Excessive operation in low gear for extended periods of timeDirty clutches; oil, dirt, or belt residue	<ul style="list-style-type: none">Verify correct belt for the application, clutches aligned and properly tuned for any vehicle modifications beyond stock (especially tire size) and added vehicle weightAlways perform proper new belt break-in procedure after installation to seat the beltVerify clutch sheaves and belt are clean and free of contaminants; examine rollers, helix and bushings for signs or wear and replace if necessaryAlways drive in appropriate gear range for terrain and conditions